



Tim Keller, Mayor

# Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

September 11, 2023 | 4:00 – 6:00 PM



Meeting will be held virtually.  
Zoom meetings will be recorded for notetaking purposes.  
\*6 mute/unmute | \*9 raise/lower hand

Join by Zoom: <https://cabq.zoom.us/j/84571822606>

Join by Phone: +1 346 248 7799

ID: 845 7182 2606

- **GAATC member introductions**

[ ] Ryan Mast (Acting  
Chair/Vice Chair)  
NE Quadrant

[ ] Dr. Naomi George  
SE Quadrant

[ ] Vacant  
NW Quadrant

[ ] Vacant  
SW Quadrant

[ ] Richard Meadows  
Pedestrians + Transit Users

[ ] Josiah Hooten  
Bicyclists

[ ] Vacant  
Represent individuals  
w/a Disability

[ ] Aaron Hill  
Youth (Under 24)

[ ] Lanny Toning  
Older Adults (over 60)

- **Staff introductions**
- **Members of the public introductions**

- **Approval of September 11, 2023 Meeting Agenda**
- **Approval of July 10, 2023 Meeting Minutes** (no quorum at August meeting to approve July meeting minutes)
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
  - Please email comments to Valerie Hermanson (vhermanson@cabq.gov) **prior to the meeting (must be received by 4 pm on September 11, 2023)** to be read into the record **OR** use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
- **Update**
  - **Albuquerque Rail Trail**, Ciaran Lithgow, Metropolitan Redevelopment Agency, City of Albuquerque
    - Upcoming Open House on the Barelvas segment of the Rail Trail (see attached flyer)  
September 26, 2023, 5:30 – 7:30 pm  
Barelvas Community Center

**Next Meeting: Monday, October 16, 2023**



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## Greater Albuquerque Active Transportation Committee (GAATC) – AGENDA

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- **Presentations**
  - **Modifications to Montano and 2<sup>nd</sup> Street (improvements for people bicycling)**, Tim Brown, PE, Department of Municipal Development, City of Albuquerque
  - **2023 Annual Complete Streets Maintenance Program**, Shanna Schultz, AICP, Council Planning Manager, City Council Services, City of Albuquerque
- **Discussion / Action Items**
  - Selection of new Committee Chair (motion made at the April 10 meeting to keep this item on the agenda for further discussion and until GAATC vacancies are filled)
  - Discussion: Continued from August meeting. Zoom meeting format - committee member discussion
- **Staff Reports**
  - Municipal Development (DMD)
    - Engineering
    - Vision Zero
  - Council Services
  - Parks and Recreation
  - Planning
  - ABQ RIDE
  - Sustainability
  - Bernalillo County
  - MRCOG
  - NMDOT District 3
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)
  - Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
- **Next Meeting:** October 16, 2023, 4 – 6 pm (Please note the meeting will occur one week later than usual due to Indigenous Peoples' Day on Oct. 9)
- **Adjourn**

**Next Meeting: Monday, October 16, 2023**

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## **Committee Members Present**

Ryan Mast (Acting Chair/Vice Chair)

Aaron Hill

Josiah Hooten

Richard Meadows

## **Committee Members Absent**

Dr. Naomi George

Lanny Tinning

## **Staff Members Present**

Tim Brown (DMD)

Tara Cok (MRCOG)

Paula Dodge-Kwan (DD)

Valerie Hermanson (DMD)

Jennifer Morrow (DMD)

Albert Lee (Sustainability)

Ciaran Lithgow (CABQ MRA)

Julie Luna (BernCo)

Whitney Phelan (Parks & Rec)

Jenae Robertson (TYLin)

Paul Sanchez (COA Traffic Engineering)

Shanna Schultz (City Council Staff)

Andrew Sutliff (WSP)

Seth Tinkle (Planning)

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## Visitors Present

Alex Applegate

Ben Garland

Scot Key

Jon Van Oast

Ana Rios (Together for Brothers)

Alejandro Villezcas (Together for Brothers)

Omar Villezcas (Together for Brothers)

## Ryan Mast called the meeting to order at 4:01 pm.

- **Approval of September 11, 2023 Meeting Agenda**  
Richard Meadows (motion); Aaron Hill (second)  
Yes: Richard Meadows, Josiah Hooten, Aaron Hill, Ryan Mast.
- **Approval of July 10, 2023 Meeting Minutes** (no quorum at August meeting to approve July meeting minutes)  
Richard Meadows (motion); Aaron Hill (second)  
Yes: Richard Meadows, Josiah Hooten, Aaron Hill, Ryan Mast.
- **Public Comments** (Public comment is limited to two (2) minutes per audience member)

Please email comments to Valerie Hermanson ([vhermanson@cabq.gov](mailto:vhermanson@cabq.gov)) **prior to the meeting (must be received by 4 pm on September 11, 2023)** to be read into the record **OR** use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.

- Alex Applegate: Do you have any information on filling vacancies in the group? Please? Thank you.
  - Ryan Mast: I have just a quick comment on that. We have reached back to the Mayor's Office on that and really encouraged them to move forward with applications. I do not have any updates myself on that topic. However, I do encourage everyone to continue to contact the Mayor's Office for the current vacancies, as well as updates regarding those.

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- **Motion to modify the agenda and move action items to the next item.** (Josiah Hooten is traveling and Chair Mast wanted to act while Josiah Hooten is in attendance and while they had a quorum.)  
Richard Meadows (motion); Josiah Hooten (second)  
Yes: Richard Meadows, Josiah Hooten, Aaron Hill, Ryan Mast.
  
- **Discussion / Action Items**
  - Selection of new Committee Chair (motion made at the April 10 meeting to keep this item on the agenda for further discussion and until GAATC vacancies are filled)
    - Aaron Hill is interested in serving as GAATC chair based on his experience with the committee and after serving on the committee for over a year has an understanding of the goals of the committee.
    - Ryan Mast will resume as Vice Chair (backup to Chair as needed)
  
  - **Motion to nominate Aaron Hill as Committee Chair:**  
Richard Meadows (motion); Ryan Mast (second)  
Yes: Richard Meadows, Josiah Hooten, Aaron Hill, Ryan Mast  
Ryan will continue to run this meeting as Chair and Aaron will serve as Chair at the October meeting.
  
  - Discussion: Continued from August meeting. Zoom meeting format - committee member discussion. Bring up in future meeting as a point of discussion.
    - Suggested changes include:
      - Open up meeting as “meeting format” as opposed to “presentation format” to view all participants
      - Enable chat function during public comment period
      - Ask around to see what other committees do
    - Concerns:
      - In the past members of public unmuted themselves when it’s not appropriate and interrupted GAATC members
      - Members of the public interrupted presenters before they are able to finish presentations
      - Discussion and chats about topics that are not on the agenda could be violate Open Meetings Act
  
- **Update**
  - **Albuquerque Rail Trail**, Ciaran Lithgow, Metropolitan Redevelopment Agency, City of Albuquerque
    - *Upcoming Engagement Activities:*

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- Barelvas segment of the Rail Trail Open House (see attached flyer), September 26, 2023, 5:30 – 7:30 pm @ Barelvas Community Center
- IDO Update Neighborhood Meeting, September 20, 2023, 4:30 – 5:30pm via Zoom: <http://tinyurl.com/RailTrailZoomRegistration>
- Dates and Times TBD:
  - Open Houses for Advancing Inclusive Growth through ABQ Rail Trail
  - Old Town Rail Trail Section
- *Overview:* Looking to create an “urban” pedestrian and cyclist track, focused on economic development and downtown revitalization
  - Between section of downtown at Railyards and Lomas (about 1 mile)
- *Previously:*
  - In planning process
  - Looking at segment of trail in downtown core
- *Currently:*
  - Completed planning and is currently in design/engineering
    - Downtown (grew into 7-mile loop through downtown core)
    - Sawmill
      - “Preferred” alignment (from Parks and Rec previous study) through Wells Park section of trail
      - along railroad ROW, up to 12<sup>th</sup> Street, curves away from rail track and through old rail spur
    - Central Crossing (underneath railroad)
      - Challenging for peds (unsafe and lots of refuse) and cyclists
      - Installed lights, cameras, and music to prevent people from camping out
      - Decided to raise crossing up to grade level (incline) on both sides of Central and peds will cross at grade
      - Antoine Predock, Architect envisioned a “ electric tumbleweed” to case new ped bridge across central for public art piece + infrastructure
  - *Now in planning:*
    - Barelvas (between Rio Grande River and south of railyard)
    - Old Town (Sawmill area to Biopark, connecting to Bosque Trail)
  - *Future Considerations:*
    - Adding neighborhood & destination connections (ex: Indian Pueblo Cultural Center)
    - Enhancing bike and ped connections
  - *Funding:*
    - RAISE Grant: \$11.5M (Downtown section only, railyards to Lomas)
    - State Funds: \$10M (any part of loop; Sawmill and GAP Funding)

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- Federal Earmark: \$3M (north of Lomas to Spur)
- City Funds: \$15M
- Total: \$39.5M, Anticipated Cost: \$70- \$90M**
- *IDO Annual Updates*
  - Integrating design standards for new developments
    - Directly adjacent to Rail Trail
    - Impacts: multi-family and industrial developments
  - Proposed changes:
    - Access to internal walkways (gated, tenant-controlled)
    - Parking along rail trail, not more than 50% of frontage
    - Increased landscaping
    - Fencing transparency and quality
    - Parking minimum reductions, 10%
    - Building height stepdown
- *“Sneak Peak” of Upcoming Project, Report called “Advancing Inclusive Growth through the Rail Trail”*
  - Hope to release in 2 months
  - Analyzes trends and neighborhoods in area, over a span of 10 years
  - How communities have changed/adapted over time with the Rail Trail
  - Has recommendations on equity projects for projects that can developed
- **Q&A and Comments for *Albuquerque Rail Trail Update*:**
  - Richard Meadows: Phasing, is the Downtown section going to be built first based on funding?
    - Ciaran Lithgow: More likely that Sawmill section will be started first because of federal regulations and needing to comply with in regards to raise grant funds. TBD on exact start dates but the order is: 1<sup>st</sup>) Central Crossing, 2<sup>nd</sup>) Downtown or Sawmill segment
  - Aaron Hill: You mentioned additional design standards for properties along bike routes, would there be any requirements for increased minimum bike parking spots?
    - Ciaran Lithgow: Yes, it will be wrapped up into another part of the IDO update. Not just for the Rail Trail area, but as a city wide standard. Any new development near any city/county will increase minimum bike parking spaces.
  - Ryan Mast: What is/are there engagement with economic development for what incentives there will be for existing development? If the goal is to redevelop the

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area, are there incentives put in place or support for businesses that can make improvement so that they can stay in the area?

- Ciaran Lithgow: We are going to forward a recommendation to do a storefront rehabilitation program in Rail Trail adjacent neighborhoods to allow businesses to grow and flourish along with the Rail Trail. Although there aren't existing incentives, it is something we are planning on doing and launching, leading up to construction completion in segments. The Metropolitan Redevelopment Agency does a lot of these types of projects and have had storefront grants for downtown, issue redevelopment incentives and have property development incentives available all areas of the city.
- Ryan Mast: When you look at this is beyond just a structural infrastructure type project, but more about all the benefits that go along with it economic development, housing, climate adaptation, and expand pool of potential funding resources (federal grants, local incentives, private sector incentives) to help address some of those factors. But I do encourage you guys to continue to advance that as much as you can, because that might help to alleviate some of the challenges you're seeing in the further phases and make this happen a lot quicker than then perhaps you think possible.
- Richard Meadows: Did the DOT Rail Bureau or BNSF approve surface or at grade crossing at Central?
  - Ciaran Lithgow: Yes. I think we are working together to make sure that we are addressing all the NMDOT safety criteria during our design process. They don't actually approve the projects until 90% design documents. But we are working and collaborating with BNSF to make sure we are creating a safe at grade crossing because they can be dangerous. Luckily through the downtown area, trains are limited to about 5MPH.
  - Ryan Mast: I was wondering then, how that would work at an at grade crossing for disability accessibility? What type of measures would you be considering for that?
  - Ciaran Lithgow: There are certain things in the rail tracks that we can install that make it to cross in wheelchairs and bikes. I think it's some sort of rubber that the train can push down when it's going forward. But when you're crossing it diagonally, you're not going to get caught in the tracks, called "flange fillers." A mechanism that we are using with the ramping, to be ADA accessible and 100% ADA compliant and go above and beyond minimum safety standards for upgrade rail crossings across the country as well.
- Ben Garland: The elevated section in particular, one thing that came to mind is with the spiderweb type of rupture- it's going to give a lot of places for dirt and



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dust to accumulate. Also, a lot of places for birds to perch which seems kind of dicey if you're walking or biking underneath pigeons. I was wondering what the maintenance would be like.

- Ciaran Lithgow: Getting down more specifically into more realistic designs is something that we're working on with the in partnership with the architects and the engineers. Maintenance plans in terms of cleaning, we're anticipating that this is going to be a type of facility that we clean much more frequently, then we do other facilities that are biking trail facilities. It is going to be a part of our plan. Since we're still in engineering and design, where we're working on building up to a maintenance plan, and probably during the construction phase is when we'll be beginning our main planning.

## • Presentations

- **Modifications to Montano and 2<sup>nd</sup> Street (improvements for people bicycling),** Tim Brown, PE, Department of Municipal Development, City of Albuquerque and Andrew Sutliff, PE, WSP
  - *Purpose and Need:*
    - Improve challenging westbound movement along Montano to access multi-use trail on west side of 2<sup>nd</sup> Street bike lane movement.
    - Currently present is a “right hook”: Westbound Montano has a right turning lane with bike lane currently outside of the turning lane that makes it difficult for bicyclists- need to add space between cyclists and vehicles
      - Dangers of “right hook”: mitigate exposure to conflicts, add space between vehicular traffic and ped/cyclists
  - *Limits include:*
    - Westbound bike lane approaching 2<sup>nd</sup> Street Intersection
    - Segment that extends along 2<sup>nd</sup> Street, north of the intersection.
  - *Conditions and Constraints:*
    - Speed limit: 40MPH (westbound Montano Rd), 45MPH (2<sup>nd</sup> Street north of intersection)
    - Bus stop near NE corner of intersection extends from Golf Course to Louisiana
    - No bike lanes west side of 2<sup>nd</sup> Street (westbound bike lane ends at 2<sup>nd</sup> Street intersections)
    - Heavy large trucks due to commercial context
    - Distribution center 500ft east of intersection
    - Existing signal and storm drain infrastructure
  - *Proposed Improvements:* Raised curb island

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- Tightens radius that vehicles use to turn
- Reduces speeds
- Improve yielding behavior
- Enhances visibility for ped/bikes and drivers
- *Conceptual layout:*
  - Widen bike lane to 5ft
  - Add green thermoplastic paint (redirect cyclists and enhances visibility)
  - Raised medians to accommodate large turning movements for trucks
  - Flush concrete with roadway grade that has a rumble strip to encourage drivers to take a wider turn
  - Bike lanes continue to north
  - NW corner: widen curb ramp to accommodate peds and cyclists
    - Bike detection or push button added
- *2<sup>nd</sup> Street Striping (Montano to 500ft north of La Plata Rd) Proposal:*
  - Existing:
    - Raised median with 10ft driving lanes (inner) and 16ft driving lanes (outer) both directions, with no bike lane
  - Proposed:
    - Raised median with (2) 10ft driving lanes (inner and outer) with added 6ft bike lanes outside of the driving lanes
- *Project Schedule:*
  - Conceptual Design – August 2023
  - GAATC Meeting – September 2023
  - Final Plans – Winter 2023
  - Construction – TBD based on funding
- **Q&A and Comments for “Modifications to Montano and 2<sup>nd</sup> Street (improvements for people bicycling)” Presentation:**
  - Richard Meadows: There seems to be a gap now on Montano between 2<sup>nd</sup> and 4<sup>th</sup> because the bike lanes do continue Montano west of 4<sup>th</sup> Street. How would one get through that gap on a bicycle?
    - Andrew Sutliff: We weren’t looking into this section as the scope of this project. But I was curious myself and did some measurements and there isn’t enough space to add a bike lane. It would have to be sort of a shared facility which we aren’t allowed to when the speed limit is over 35 or 40MPH. I don’t have a good answer for that since we weren’t really looking into that as part of the project. But it is going to be tricky.
  - Ryan Mast: The connectivity points as brought up including the Metro Rail Station nearby, depending on the direction, if someone wanted to catch the bus on the south side of the road, I was wondering if there was any infrastructure improvements on that connection point to ensure like more safe crossing over

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the road. Even if it's just signaling improvement, like a button that can allow for a safer crossing although it may be outside of the scope.

- Andrew Sutliff: We may need to look at it, we were more focused on the, the north side of the intersection but we want to make sure we are not going to do anything to inhibit anyone from making other movements. I do see this as a potential starting point to improve the remainder of the intersection. But trying to see how it does work with the north portion of the intersection and see if there are any lessons learned that we can apply in other portions of the intersection or city.
- Ryan Mast: Tim, is this something that the city is looking to put out there and see how it kind of goes and whether this is a good application of a safer way to navigate a corner? Especially a busy intersection? Such as this?
- Tim Brown: Yes. The last 10-15 years has changed dramatically by just putting some striping and letting bicyclists figure it out on their own. But that's not the right thing to do especially looking at a busy intersection as busy as this one. We are looking around to see what other cities and countries are doing and generally will work as well as in Albuquerque as they do in other cities to get the cyclists used to it too. If it works, we will keep going with it and if it doesn't, we haven't sunk a ton of money and time into it. We did look at a few other things but did not feel as good as what we presented here today.
- Richard Meadows: About the crosswalk being striped with the green paint, does that mean that bicycles doesn't have to dismount to use the crosswalk? I've seen this done in other cities in they also have, as well as a PED signal, they have a bicycle, signal head. But anyway, how does the bicycles cross this crosswalk?
  - Andrew Sutliff: I'm working directly with the traffic division, I think detection and signalization is still a conversation we have to have. Potentially looking at some different options on how to accommodate that. The green striping, adjacent to the crosswalk, NACTO calls that a cross bike, essentially, they are markings to encourage cyclists. Me being a cyclist, I would be responsible, if there were peds waiting, I would maybe dismount but the intent is that you don't have to, you can be detected automatically and once green, you can proceed. The green striping is just to show which portion of that that area across the roadway that those cyclists are intended to take. And that curb ramp we have shown on the west side of the NW corner, may look a bit different in final design. But we're looking into some ways that might make it a little bit more clear or easy for cyclists who aren't dismounting.
- Scott Key: I try to bike all over town, but I don't know much about this area and try to avoid it because it's so dangerous. I like to take the bike on the rail runner

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but never stop at Montano for this reason. I like the right turn radius changes in terms of slowing down folks with bail from 2<sup>nd</sup> and westbound Montano. It does seem to me that this is more about Alameda Drain Trail (ADT) and the Montano Train Station so anything that can be done to get people safely across Montano on the ADT needs to be prioritized although funds and scope are limited. I think if we can find a way to create access important improvements, it would be more beneficial than just working on the bike aspect of the westside of the intersection.

- Tim Brown: This was a project of opportunity as we were already doing work in the area and saw how everything tied in, and we should do some extra work there. I agree that it is not good to ride in and I do look for alternatives if I am on a bike in that area. But you're right that there are places for good opportunities to tie into. Hopefully it is the start of something and not being a weird isolated project that doesn't get anywhere.
- Alex Applegate: Are you going to turn this to a "no turn on red", I think this will help safety wise. Also, the speed limit between 2<sup>nd</sup> Street and a couple blocks west of 4<sup>th</sup> Street is 35MPH.
  - Andrew Sutliff: I will work with Tim and Paul to look into the "no turn on red", it may almost be complimentary to what we are doing here. And thank you for the clarification on the MPH.
- **2023 Annual Complete Streets Improvements Maintenance Program**, Shanna Schultz, AICP, Council Planning Manager, City Council Services, City of Albuquerque
  - *Annual Review of Roadway Maintenance Projects:*
    - Every year DMD conducts routine maintenance on about 15-25 roadways in the city (ex: asphalt needs to be repaved due to bad condition)
    - Memo is submitted to City Council [per Complete Street Ordinance] on how outlining roadways can repaved or striped differently to accommodate more users (ex: narrow vehicular travel lanes, add bike lanes, add buffer to existing bike lane)
    - Changes discussed to ensure new striping is as Complete Streets friendly as is feasible
    - Only striping and signage is considered for review (larger construction changes are outside of scope)
  - *Highlight Improvements, 2023:*
    - Added 2.5 miles of new bike lanes
    - Added 8.7 miles of new buffered bike lanes
    - Added 5.3 miles of existing bike lanes to meet/exceed width of 5'
    - Added 0.6 miles of new road bike routes (shared lanes)
    - Added 6.2 miles of driving lanes narrowed

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- Added 1.5 miles of striped parking was added to narrow the roadway (traffic calming mechanism)
- Added 2.5 miles of road diets
- Added 24 intersections daylighting added
- Added 68 new or refreshed crosswalks
- *Projects:*
  - 6<sup>th</sup> Street – Central Ave to McKnight Ave
    - Road diet (reduction in driver travel lanes) between Summer and Kinley
    - Adding bike lanes north of Lomas
    - Adding parking south of Lomas
  - 98<sup>th</sup> Street – Central Ave to Avalon Rd/Bluewater Rd
    - Adding green thermoplastic material at the high-vulnerability/high-traffic crossing areas near Central Ave
    - Purpose: alert drivers to be aware that there are sharing the road with cyclists
  - Yale Blvd – Gibson Blvd to Sunport Blvd
    - Road diet (similar to Central Ave between Juan Tabo and Tramway in 2022) adding striping or parking
    - Creating bike connections between Gibson bike lane Randolph bike route
    - Connecting bike route from Alamo, get on buffered bike land and get onto Randolph
    - Reducing travel lanes and striping off spaces of roadway to decrease speeding
  - 7 Bar Loop – Coors Blvd Bypass to Coors Blvd
    - Road diet (reduction in travel lanes from 2 to 1 travel lanes in each direction)
    - Added buffered bike lane for entirety of segment (6ft bike lane + 3ft buffer)
    - Striping out travel lanes where there is no turn lane (extra travel lanes not necessary)
  - Unser Blvd – Western Trail to Dellyne Ave
    - Addition of buffers to bike lanes
    - Relocation of bike lanes near multiple acceleration lanes
      - Moved bike lanes adjacent to the curb/inside acceleration lanes
    - Green thermoplastic material at conflict points (drivers turning right onto roadway)
- *Conclusion:*
  - Reviewed about 20-30 roadways this year, 2023

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- Above are the most significant changes
  - Efforts are made every year through several city departments involved:
    - City Council leads and coordinates the committee meetings
    - DMD
    - Transit to confirm that there is no interference with bus networks
    - GAATC rep
    - Some citizens to give perspective
  - Making changes without having to create new programming
- **Q&A and Comments for “2023 Annual Complete Streets Improvements Maintenance Program” Presentation:**
- Richard Meadows: One thing I wanted to bring up and maybe consider for next year is working with DMD. On some of the bigger roads there is a small or very short segment that’s always programmed for resurfacing and restriping. Sometimes it’s difficult to consider a road diet on those sections because it doesn’t allow for transitions between areas without the road diet. So, maybe rethinking some of those bigger roads and how they could be looked at.
    - Shanna Schultz: I’ll make a note of that and pass that along for whoever makes that list for future years.
  - Ryan Mast: I appreciate the work on this along with the discussion around the connectivity points. I would encourage, if there were limited funds for signage, to make sure signage is prioritized in areas where it gets confusing to continue on the bike lane and removing old signage. Has there been any discussion about doing any asphalt art particularly at intersections with high accident ratios? There was a study that came out last year (I believe was Bloomberg and Sam Schwartz) where they focused on putting murals on very busy intersections. They found that adding art to these areas saw a reduction in accidents. If that is something that might be considered at some of the intersections that have proven to have high accident ratios over time, to see the benefits of it.
    - Shanna Schultz: I’ll defer that question to DMD, maybe Tim or Val to chime in. Good question.
    - Tim Brown: We have allowed public art to be placed in the past so we are not opposed to it. However, we have limited funding and we have to be able to stretch our dollars as far as we can. I would be interested to learn more about the research you saw on the safety benefits. I’ve only heard general comments about how it can improve safety but not any hard numbers on it. It would be much easier to sell if it does have an associated safety benefit in addition to just placemaking and aesthetic appeal. For the artwork we have allowed, I look to make sure that there is nothing about the artwork that it going to mimic any traffic control device. I am also

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particular about the colors and patterns to avoid inducing another level of confusion to the driver.

- Ryan Mast: I'll try to find where I saw the study. Not sure if it's fully applicable here but my thought is less about moving funds from an already limited budget but can you expand what money is going toward by finding funds that are being used on this in other areas? Like, there's murals going on walls? Why don't we put murals on roads? And I agree that you'd want to have some parameters on what that is, and it wouldn't be relevant everywhere. But in certain areas maybe this is something to add to the value especially if it has tangible safety aspects to it.
- Scot Key: In general, as the stress level goes up, striping is tough to conquer the problems that exist. The 98<sup>th</sup> Street example, I do ride that quite a bit, but less about the committee's work, and more about the Complete Streets ordinance allows this committee to get rid of slip lanes, stress levels are not going to go down at those intersections. It's nice to have green paint but it's just not going to accomplish anything. I think from what I heard, that is probably the only improvement for pedestrians in the committee's work was to restripe. If you have any others that were specific to pedestrians, I'd like to hear that.
  - Shanna Schultz: Because we cannot really tackle any type of infrastructure type change, we are just dealing with paint as a part of this Complete Streets maintenance process. We are limited in scope there. In past instances, some of the projects have prompted the conversation about, "could this warrant a bigger infrastructure change?" Outside of the maintenance program, we've engaged with DMD or certain city councilors who have discretionary funds to make those types of changes. We do try to have those types of conversations but would be better if we could do more and keep conversations outside of the maintenance program. However, this program has a hard stop at paint and signs.
  - Alex Applegate: In your presentation, you said protected bike lanes, is that what you meant?
    - Shanna Schultz: No, I meant buffered. I know protected means something very different.
- **Staff Reports**
  - Municipal Development (DMD)
    - Engineering, Tim Brown: The follow up on my question Three meetings ago about how cyclists felt about speed bumps in bike lanes, we've got a couple of projects that we we'd like to move forward on and finalize design. And I know we wanted to think about it, so I'll ask, did you all get a chance to think about it? What does everyone think?

# Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

September 11, 2023  
4:00 – 6:00 PM



- Ryan Mast: I thought about this a lot as I was riding around, and initially thought that you'd want to extend all the way to the curb so that you wouldn't have that channel that could collect trash. I think that allowing us more gutter to allow dirt and debris to pass is better because if not, it just gets lost there in front of the speed bumps. So, I would vote for allowing a little bit of separation to allow for the gutter of the street to do what is intended to do, to move water and stuff beat down the street. So, my thought but I will allow other committee members to say yes or no.
- Richard Meadows: It depends on what kind of speed bump it is. Some would be fine. I think it's fairly flat within some time.
- Tim Brown: It would be our standard speed hump design – 14 feet long and between 3 and 3 ½ inches tall, pretty standard American speed bump. We do have some fairly abrupt ones, one is on my favorite roads to bike on Park. But the design that DMD typically puts in is somewhat lower and longer and less abrupt. Once again, personally, as a cyclist, I don't really have a huge problem going over it even at 15 or 20 miles an hour. So that would be our that would be our design spec.
- Vision Zero, Valerie Hermanson:
  - Save the date for Bike thru Burque! October 21<sup>st</sup> through the 29<sup>th</sup>. You can learn more at <https://bikethruburque.com/>
  - I will be tabling and participating in the CiQlovía (talking about our Louisiana restriping and mid-block project), on Kathryn, between Louisiana and San Pedro. Street will be temporarily closed to allow people to walk, bike, and play in the street. <https://www.abqciqlovía.org/>
  - Will be giving an update in October on Bikeway and Trail Facilities Plan. The project team will be conducting public outreach in October and getting feedback and input. More information to be provided at next meeting. Here's a link to the project website: <https://www.abqbikeplan.com/>
- Council Services, Shanna Schultz: No new additions.
- Parks and Recreation – No updates
- Planning, Seth Tinkle – No updates
- ABQ RIDE – No updates
- Sustainability, Albert Lee:
  - Sierra Club E-bike Fair rescheduled due to volunteer issues. Moved to Saturday, October 28<sup>th</sup>, 10:00am to Noon.
  - Details: Sierra Club E-Bike Fair Saturday, Oct 28th, 10am-12pm Snow Park, 9501 Indian School Rd NE
- Bernalillo County, Julie Luna:



# Greater Albuquerque Active Transportation Committee (GAATC) Meeting Minutes



Tim Keller, Mayor

September 11, 2023  
4:00 – 6:00 PM



- Similar to City of Albuquerque, we're updating our facility's Master Plan, which is also our Vision Zero action plan. We'll be coming to this group asking for their input
- MRCOG – No updates
- NMDOT District 3 – No updates
- **Public Comments** (Public comment is limited to two (2) minutes per audience member) Please use the virtual raise hand feature during the meeting. In the meeting, please wait until recognized to begin comments.
  - Ben Garland: I just want to give some kudos to DMD, the whatever division that fills the potholes because I recently reported several potholes that were in bike lanes, and those were all patched really well within 48 hours. So thanks, appreciate it.
- **Next Meeting:** October 16, 2023 4 – 6 pm
- **Meeting adjourned at 5:45 pm**

DRAFT

# Albuquerque Rail Trail Barelas Segment Open House



*Give input on programming, amenities, and more!*

**Barelas Community Center**  
**Tuesday, September 26<sup>th</sup>**  
**5:30pm - 7:30pm**



The City of Albuquerque's Metropolitan Redevelopment Agency is planning the Barelas segment of the Rail Trail, a multi-use urban trail that will connect pedestrians and cyclists to our great destinations in Barelas, Downtown, Wells Park, Sawmill, and Old Town.

We are excited to hear the community's input on the trail, programming, and amenities. It's open house style, so come any time between 5:30 pm – 7:30 pm.

**DATE & LOCATION:** September 26<sup>th</sup>, 5:30 pm – 7:30 pm @ Barelas Community Center



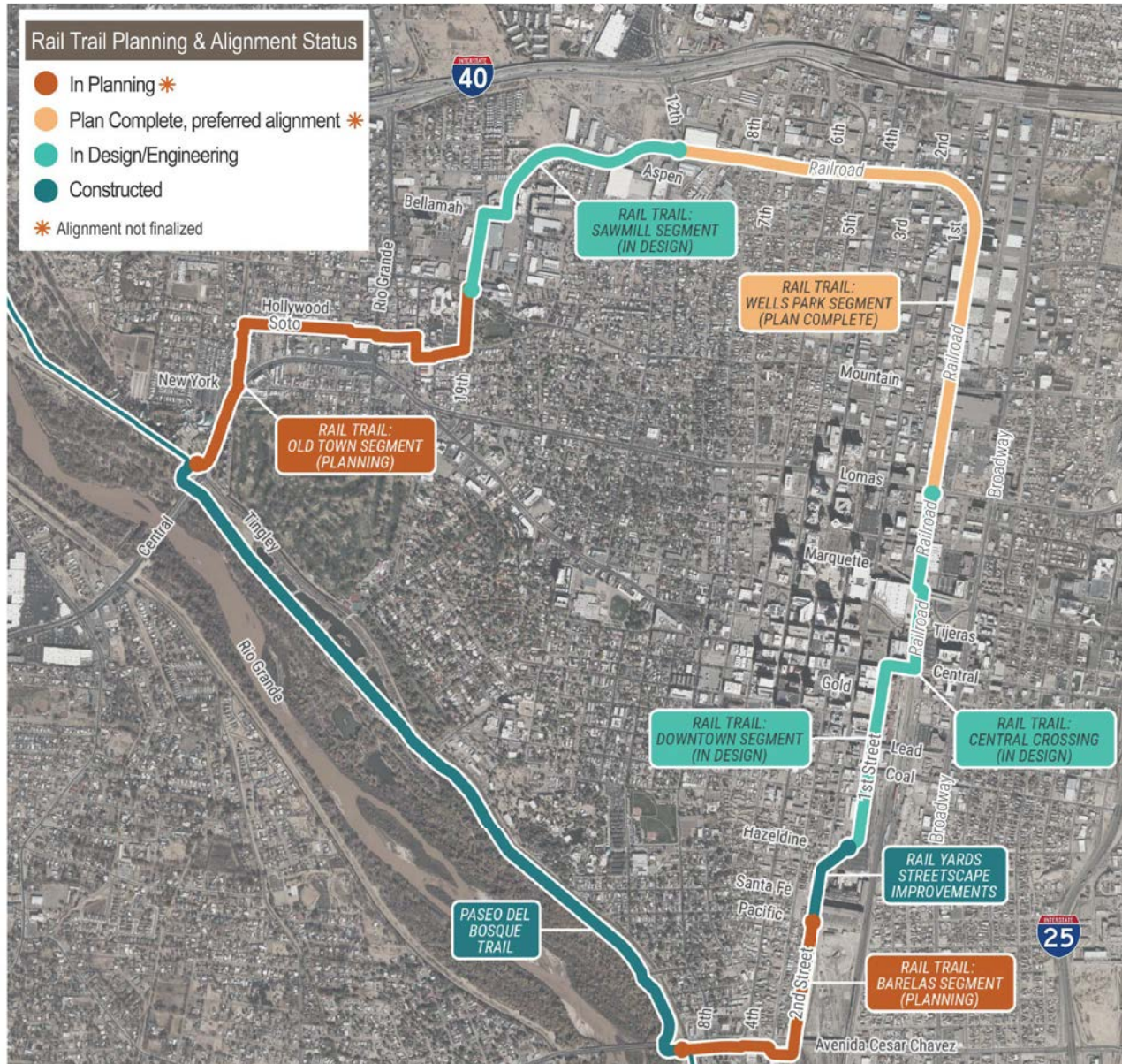
# Albuquerque Rail Trail Status Update

Greater Albuquerque Active Transportation Committee  
Meeting

September 11, 2023



# Planning & Alignment Status



- In design/engineering:
  - Downtown
  - Sawmill
  - Central Crossing
- In planning:
  - Barelas
  - Old Town
- Future:
  - Neighborhood & destination connections (example: Indian Pueblo Cultural Center)



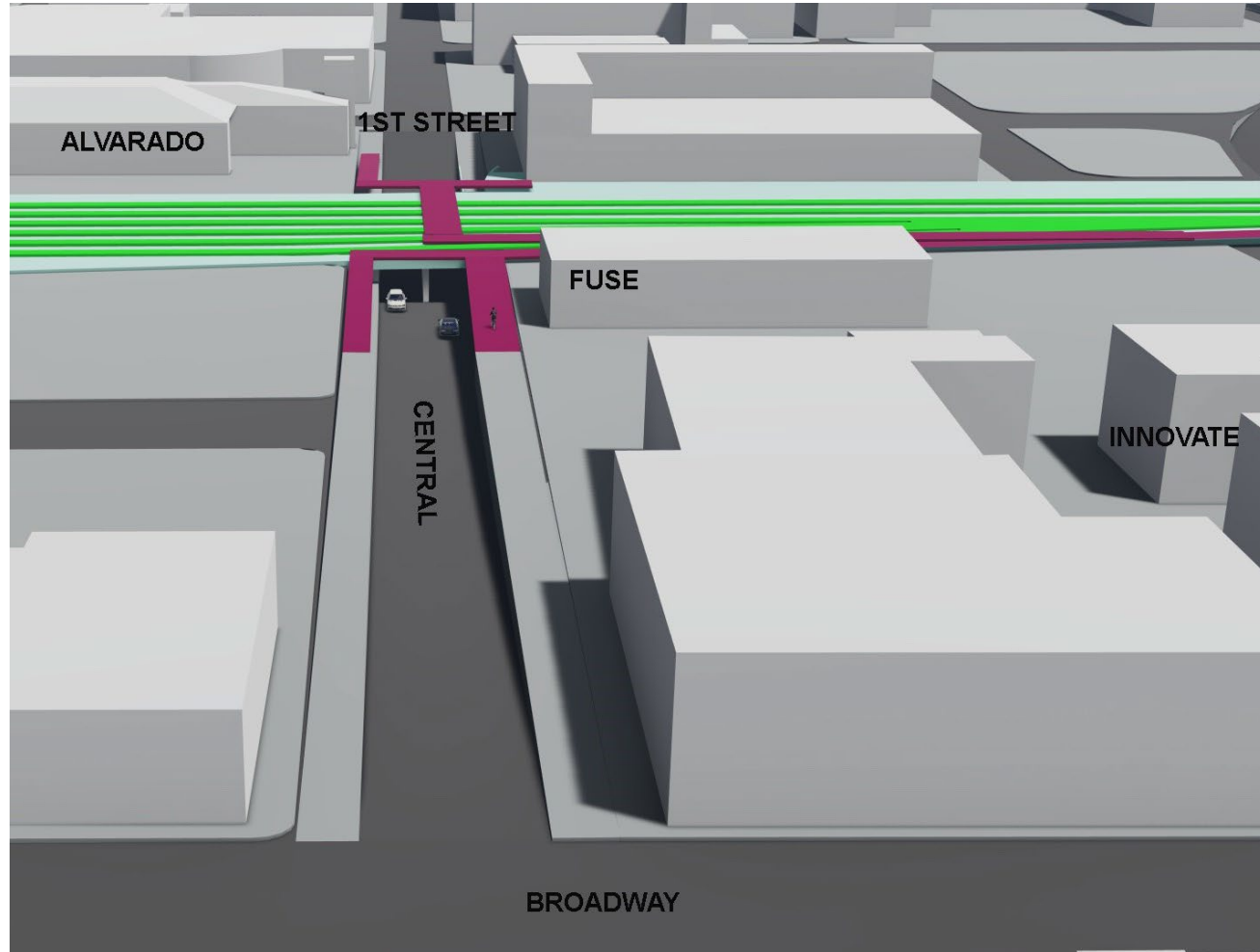
# Funding

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- The City has received a variety of funds for the construction of the Rail Trail:
  - RAISE Grant - \$11.5M (Downtown Section only, Rail Yards to Lomas)
  - State Funds - \$10M (any part of loop)
  - Federal Earmark - \$3M (Lomas to Spur)
  - City Funds - \$15M
- Total Funding: **\$39.5**
- Anticipated Cost Range: **\$70 – \$90M**


















# Central Crossing














# IDO Annual Updates – Rail Trail Design Standards

- Design standards for **new developments directly adjacent to Rail Trail**
  - Mostly impacts multi-family, commercial, and industrial developments
  - Does not impact single family
- Proposed changes include:
  - Require access from internal walkways to Rail Trail (can be gated/tenant-controlled access)
  - Parking can't occupy more than 50% of frontage along Rail Trail
  - Increased landscape buffer for industrial properties
  - Fencing transparency and quality (no chain link except industrial)
  - Building height stepdown for sun protection
  - Parking minimums reduction

Proposed Design Standards would impact the following zones along the Rail Trail:

	R-ML
	R-MH
	MX-T
	MX-L
	MX-M
	MX-H
	MX-FB-ID
	MX-FB-FX
	MX-FB-UD
	NR-C
	NR-BP
	NR-LM
	NR-GM
	PD
	PC

Zones excluded from proposed Rail Trail Design Standards:

	R-A		NR-PO-A
	R-1A		NR-PO-B
	R-1B		NR-PO-C
	R-1C		NR-PO-D
	R-1D		
	R-T		
	R-MC		



# Advancing Inclusive Growth through the Rail Trail - Upcoming



## Advancing Inclusive Growth through the Albuquerque Rail Trail:

A 10-year Analysis of Trends in Rail Trail Neighborhoods



### EQUITY PRINCIPLES

The Albuquerque Rail Trail Framework Plan (2022) identified four key "Equity Principles" for the trail's development and implementation. These goals were developed based on community input.

- Authentically celebrate the history and culture of the local community.
- Incorporate community generated programming that serve the existing residents.
- Support new and existing local small businesses.
- Ensure that existing residents surrounding the Rail Trail can continue to afford to live in their neighborhood once the trail is built.

### HOUSING DEVELOPMENT

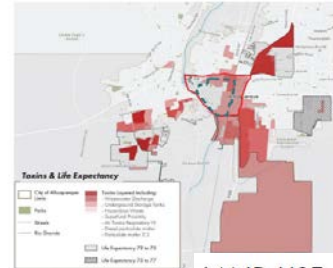
Neighborhood	Total Units Built 2010 - 2022	% of Units Affordable	Share of All Affordable Units Built in Area
Barelas	21	0%	0%
South Broadway/Huning Highlands	0	0%	0%
Downtown Core	432	76%	39%
Santa Barbara/Marinetown	68	100%	8%
Wells Park/Downtown Neighborhoods	56	100%	7%
Sawmill/Old Town	292	36%	13%
Country Club/Huning Castle	354	80%	33%
<b>TOTAL</b>	<b>1,223</b>	<b>69%</b>	<b>100%</b>



Imperial Building: 68 affordable housing units developed with a 6,000 sq grocery store to address the food desert in Downtown Albuquerque (2016).

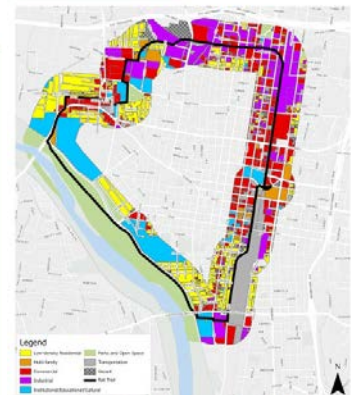
### HEALTH EQUITY & RISK EXPOSURE

This Toxins & Life Expectancy map (2014) overlays life expectancy data with the toxicity-related data sets, indicating exposure to environmental dangers like hazardous waste and air toxins.



Life expectancy in the Rail Trail Area is lower than most of Albuquerque. Communities near the rail line have high exposure to toxins, and the area in general has shorter life expectancies compared to the rest of the City (78).  
The Rail Trail area also has higher exposure to the urban heat island effect, which is a health equity issue. Most Census tracts in the Rail Trail Area are on the higher end of the UNEAT (Urban Heat Exposure Assessment Tool) score, indicating a need for investments that reduce the heat island effect.  
Green infrastructure like tree and landscape planting, retention ponds, and green roofs can help reduce urban heat island effects. Changes in land uses from polluting industrial uses to light commercial or residential uses can decrease exposure to toxic pollutants that reduce life expectancy.  
New developments along the rail corridor in Albuquerque are required to complete a cumulative impact study to flag potential harmful effects on neighboring communities.

### LAND USE



### MULTIFAMILY INVESTMENTS

Total housing units in the Rail Trail Area have grown 18% from 2010 - 2020. Over two thirds of multifamily development in the Rail Trail Area since 2010 have been income restricted affordable housing.

**69% of all housing units built between 2010 - 2022 are income-restricted affordable housing** (842 total units).

"Affordable housing" is defined as rent-restricted housing that requires households to qualify based on income limits set by the US Department of Housing & Urban Development for individual metro areas.





# Upcoming Engagement Activities

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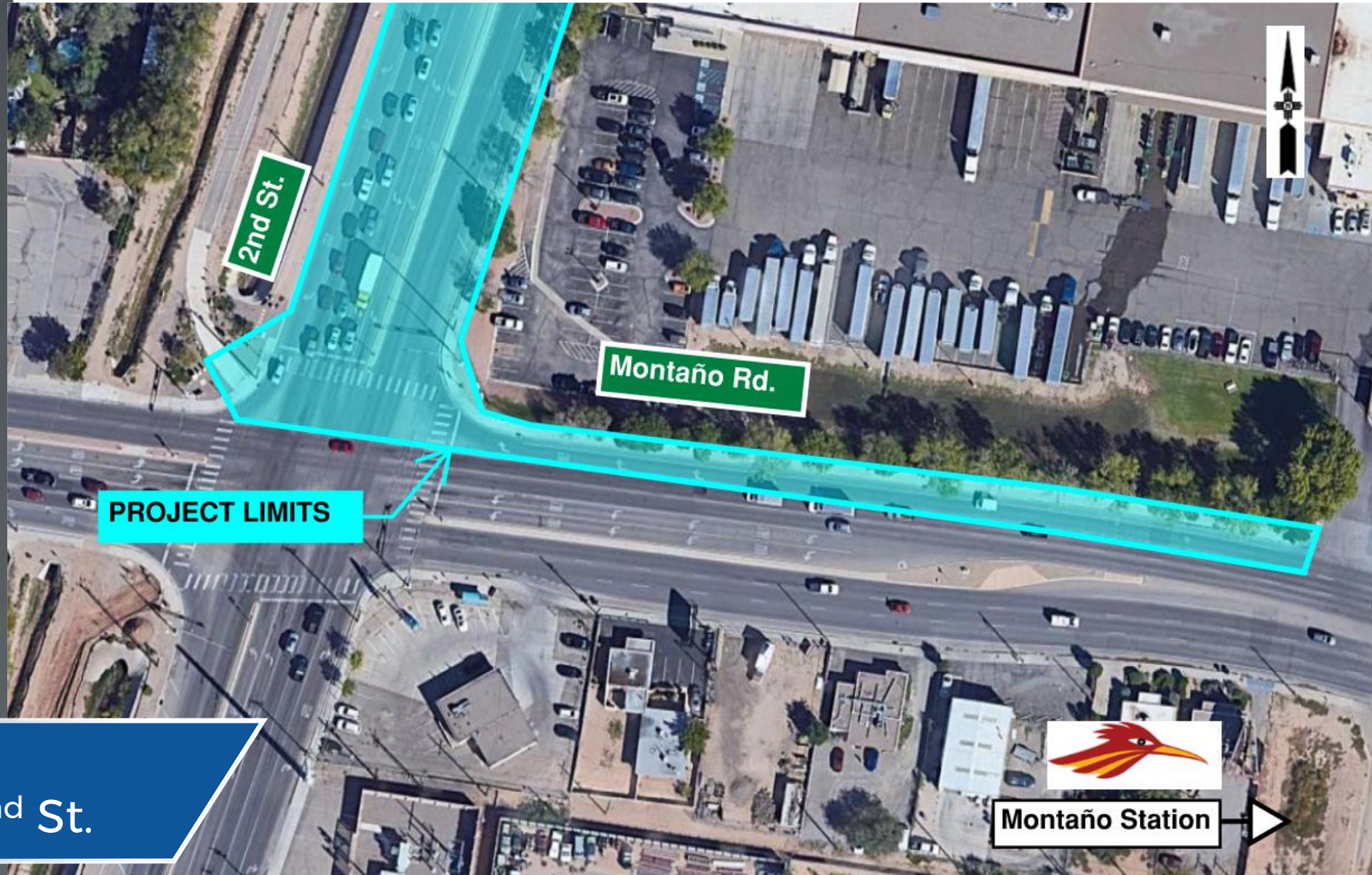
- Barelas Rail Trail Section Open House
  - Sept 26 5:30 – 7:30pm
  - Barelas Community Center
- IDO Update Neighborhood Meeting
  - Sept 20 4:30pm – 5:30pm
  - Via Zoom <https://tinyurl.com/RailTrailZoomRegistration>
- Advancing Inclusive Growth through the Albuquerque Rail Trail (Public Comment Draft)
  - Launch date TBD
  - Open House TBD; likely October or November
  - Survey & public comment
- Old Town Rail Trail Section Open House
  - TBD; likely November



## Montañó Rd. and 2<sup>nd</sup> St. Bike Improvements

**GAATC Meeting**  
September 11<sup>th</sup>, 2023

# Project Location



Intersection of  
Montano Rd. and 2<sup>nd</sup> St.

# Purpose & Need



- » **Improve the challenging westbound cycling movement along Montaña Rd. to access the multi-use trail on the west side of 2<sup>nd</sup> St.**
  - Danger of 'right hooks'
- » *Improve bicycle network connectivity*
- » *Mitigate exposure to conflicts, add space between vehicular traffic and pedestrians/cyclists*

# Bicycle Network Connectivity



## LRBS LEGEND

- Existing Bike Boulevard
- Proposed Bike Boulevard
- Existing Bike Lane
- Proposed Bike Lane
- Existing Bike Route
- Proposed Bike Route
- Existing Buffered Bike Lane
- Proposed Buffered Bike Lane
- Proposed Protected Bike Lane
- Proposed Buffered Bike Lane - Facility Upgrades
- Proposed Protected Bike Lane - Facility Upgrades
- Existing Paved Trail
- Proposed Paved Trail
- Potential Bike Facility
- Existing Wide Shoulder

**LONG RANGE BIKEWAY SYSTEM MAP (LRBS)**

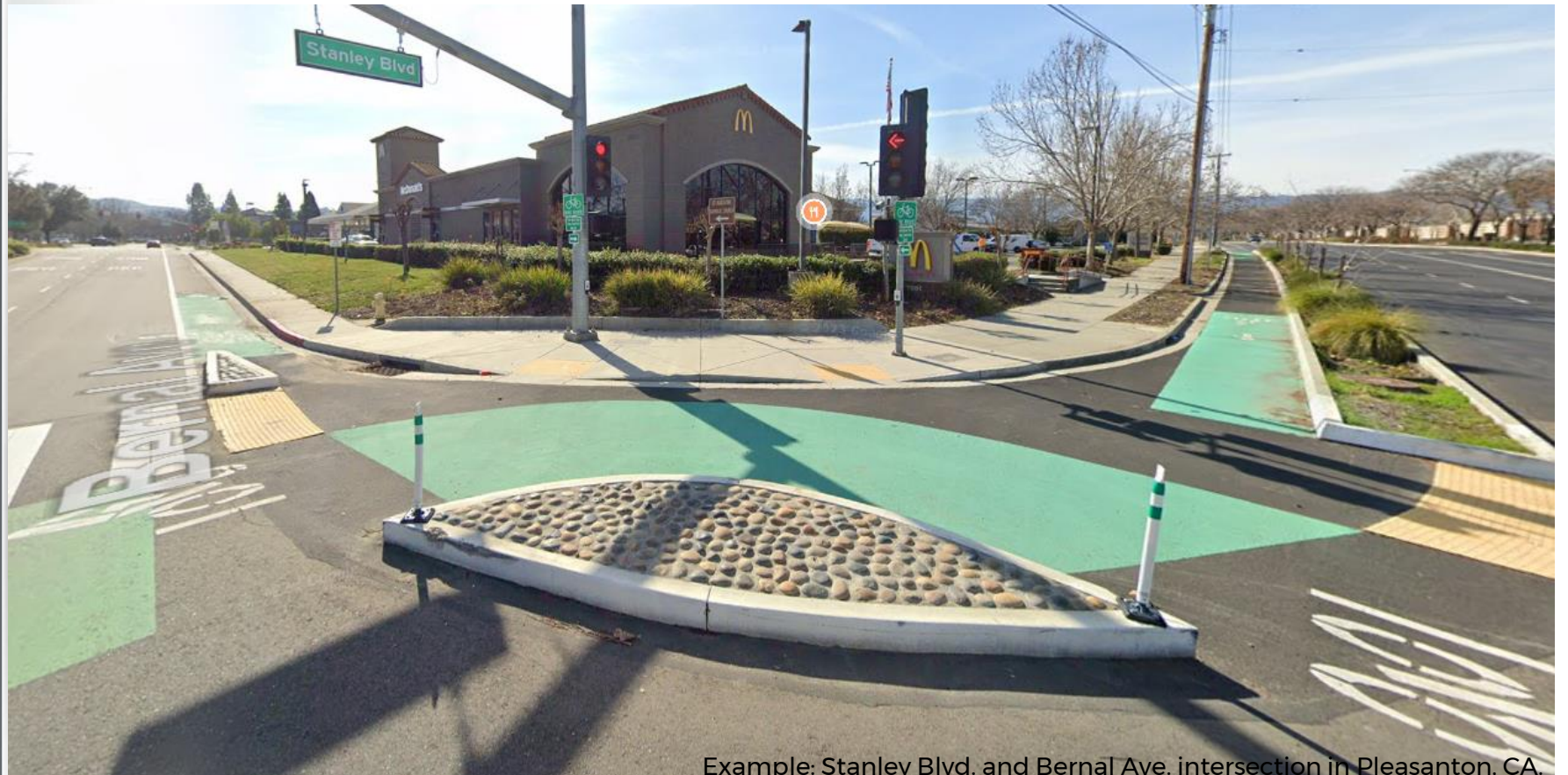
# Existing Conditions/ Design Constraints

- » *Speed limit: 40 mph (westbound Montaña Rd.)  
45 mph (2nd St. north of intersection)*
- » *Bus stop near NE corner of intersection*
  - Route 157 - Montaña between Golf Course Rd. to Louisiana Blvd.
- » *Westbound bike lane ends at intersection*
  - Located adjacent to the curb line
- » *Constraints*
  - Heavy truck presence due to commercial/industrial context
  - Distribution center turnout 500ft east of the intersection
  - Existing signal and storm drain infrastructure
  - Traffic volumes - westbound lane drop

# Proposed Improvements

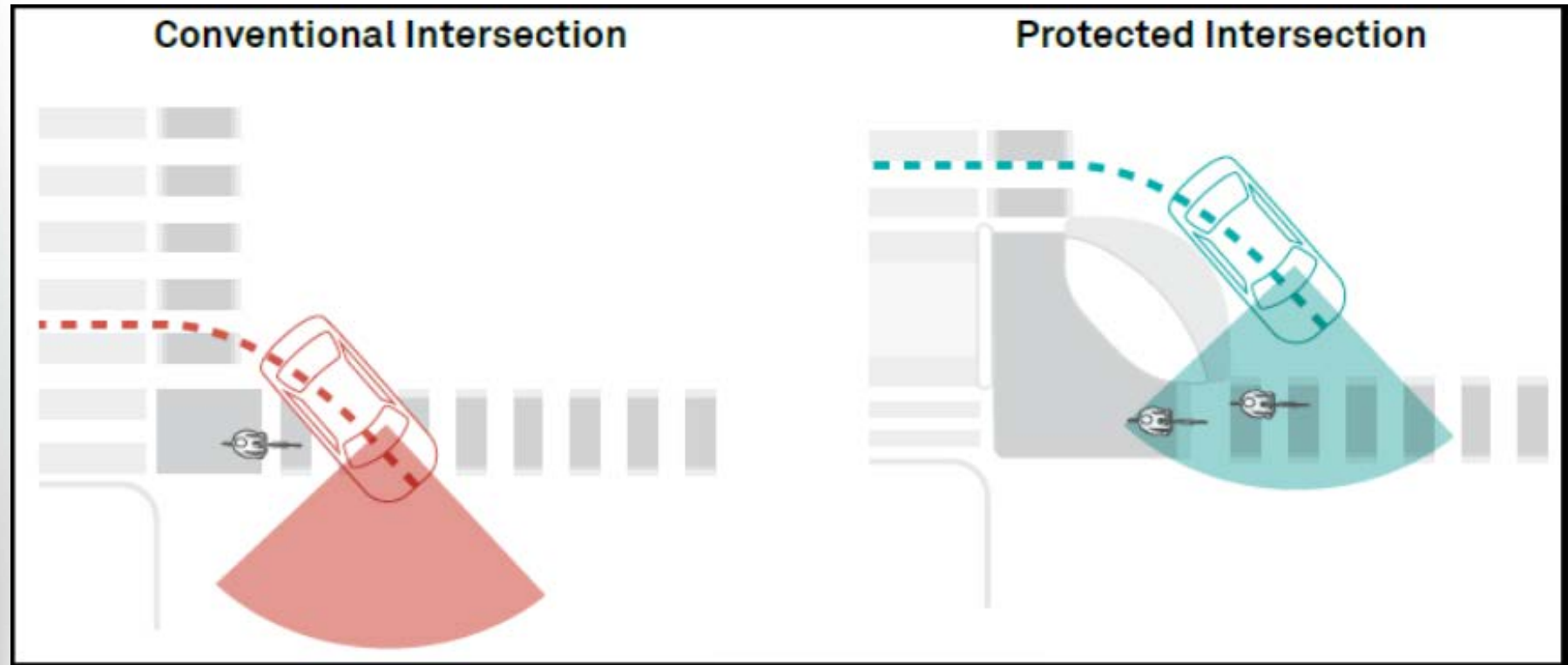
## » *Protected intersection corner*

- At-grade with a raised curb island for physical separation
- Reduces vehicle turning speeds
- Aims to improve vehicle yielding behavior
- Enhances sightlines and visibility (for ped/bike and drivers)



Example: Stanley Blvd. and Bernal Ave. intersection in Pleasanton, CA.

# Proposed Improvements

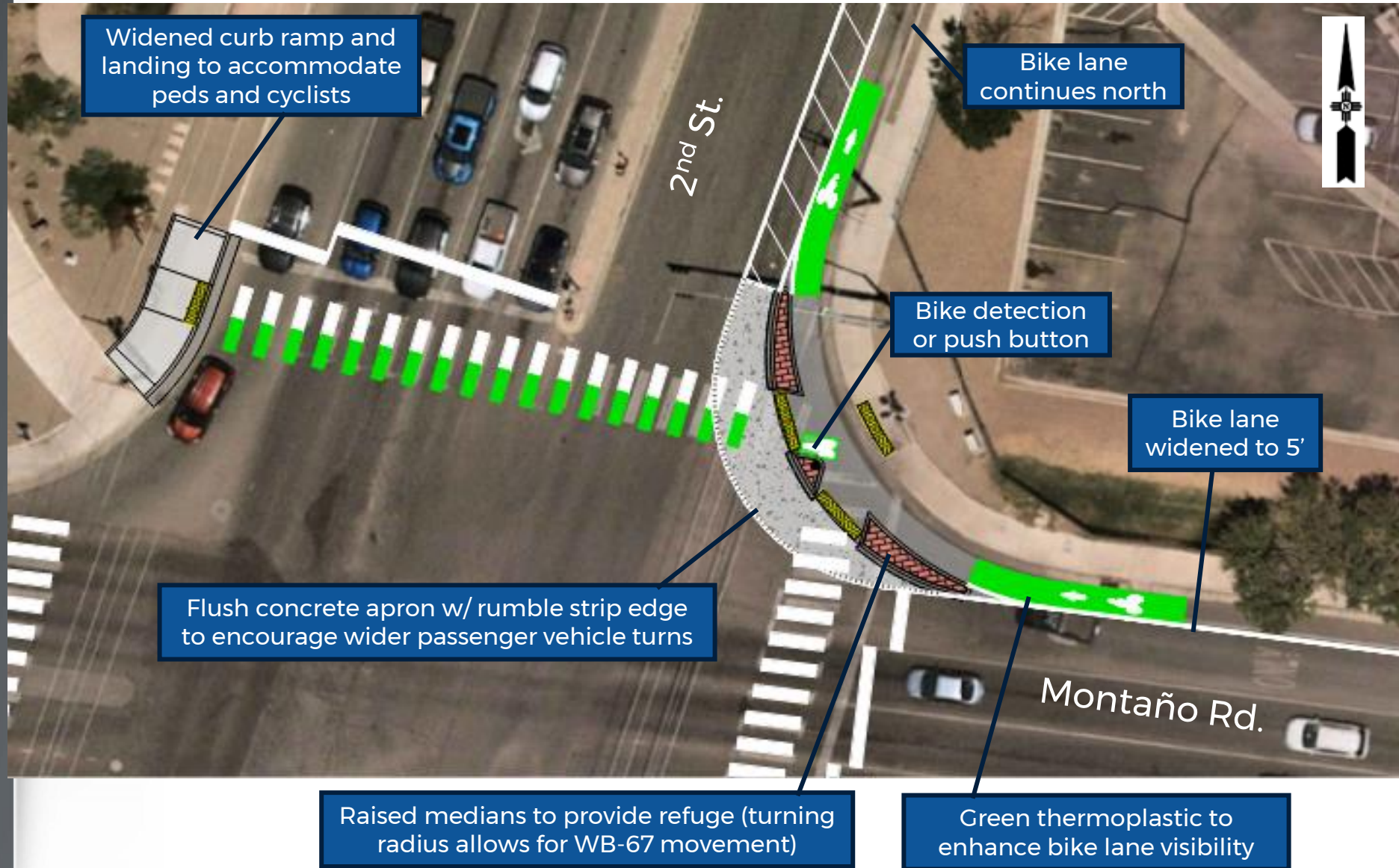


Source: NACTO Don't Give Up at the Intersection





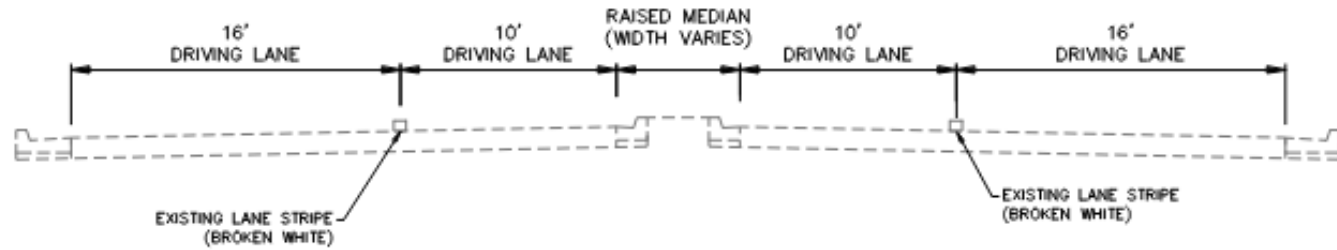
# Conceptual Layout



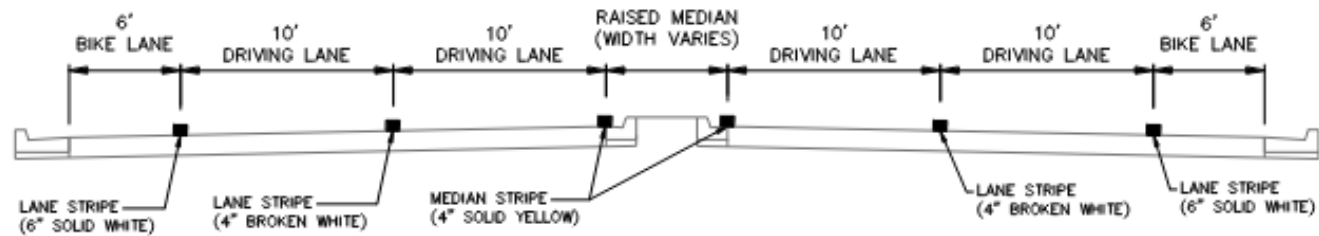
# 2<sup>nd</sup> St. Striping

Montaño Rd. to ~500ft north of La Plata Rd.

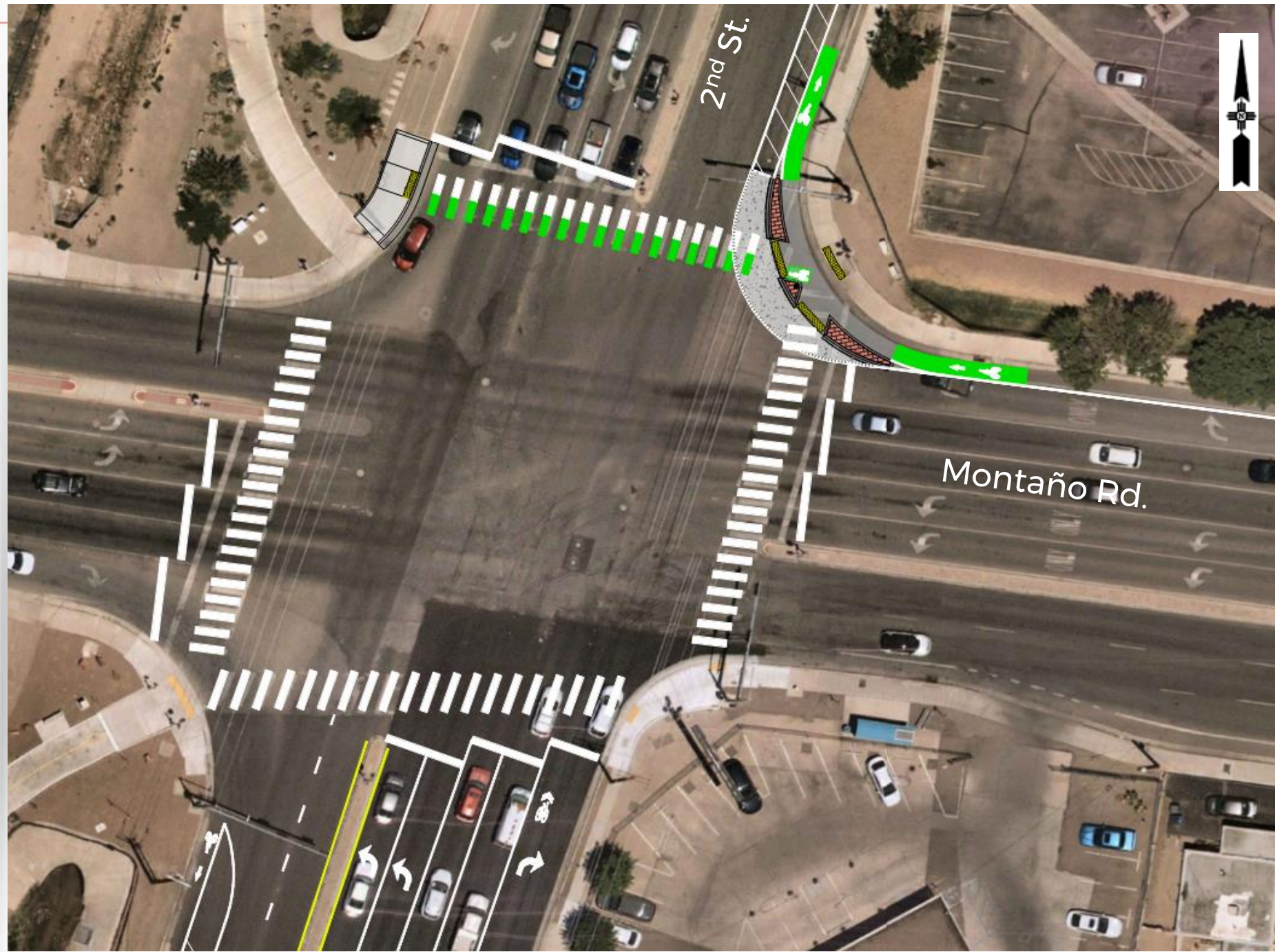
## 2<sup>nd</sup> St. Existing Typical Section



## 2<sup>nd</sup> St. Proposed Typical Section



# Proposed Improvements



# Project Schedule

- ▲ Conceptual Design – August 2023
- ▲ **GAATC Meeting – September 2023**
- ▲ Final Plans – Winter 2023
- ▲ Construction – TBD, based on funding



**General Discussion**

**Thank you!**